



Brisbane Central Business District Bicycle User Group

CBD BUG

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The Director
Wynnum Active Communities
Brisbane City Council
Via email to: bikeway.projects@brisbane.qld.gov.au

Re: Proposed installation of cycling infrastructure along Cameron Parade, Wynnum North Road and Wynnum Road, Wynnum.

Dear Sir or Madam

This submission conveys the strong support of the Brisbane Central Brisbane District Bicycle User Group (CBD BUG) for the installation of bike lanes and removal of on-street car parking along Wynnum Road and Wynnum North Road.

The CBD BUG views it as critical that a safe, connected and direct network for people riding bicycles should be given a higher priority than the convenience of people parking cars. This should be especially so on roads that are already designated “cycle friendly” with bike lanes treatments. Motorists should not be permitted to park cars in bike lanes, and these lanes should be marked and signed accordingly.

Installing bike lanes that can be occupied by parked cars will be just another waste of money and effort as parked vehicles obstruct cyclists, and with the potential for “doorings”, poses a danger to people riding bikes.

The removal of this on-street parking would accord with Council’s prioritisation of kerb space use for people riding bikes ahead of people driving cars, as recommended in the report from the Brisbane Parking Taskforce and accepted by the Lord Mayor. The reason for this prioritisation was that this approach puts road user safety ahead of all other considerations. This recommendation was also made in recognition of the need to promote sustainable transport options.

The CBD BUG is disappointed to note public statements from the local Councillor airing concerns regarding the loss of parking in front of people’s homes. The CBD BUG views such statements as arising from motorists’ broader sense of entitlement with respect to their use of the road network, which extends to resident’s misconception that the road in front of their house is their car park. The stretches of road under consideration for the removal of parking are community assets and not owned by the people owning/occupying properties fronting these thoroughfares.

Importantly, the properties along the proposed routes are generally blocks that provide considerable space for off-street parking. However, in line with the behaviour widely evident across Brisbane there will be people living along these particular roads who park on-road in front of their house simply because it is easier than stopping and having to exit their vehicles to open their front gates. Others will either not want to use their private space for vehicle parking, or have filled their properties to capacity and then look to storing their vehicles, boats, trailers,

caravans etc. on the road. Road assets are expensive to build and maintain and their privatisation by individuals storing vehicles and other possessions on them is inefficient and a waste of ratepayer's money.

No doubt with the removal of this on-street parking many vehicle owners will then decide to park on their own properties instead of using the public domain. All of the thoroughfares proposed for parking removal have numerous side streets on which vehicles can be parked as an alternative. Even if some people end up having to park around the corner in a side street as a result of some on-street parking being removed, how hard is it or how much time out of their day is it if they have to walk a short distance to their destination?

Cycling levels in Brisbane's eastern suburbs are indicated by Australian Bureau of Statistics census data be languishing. We also know from this same data that where safe and connected cycling infrastructure has been installed in the western and southern suburbs, this has been followed by appreciable growth in the numbers of people riding bikes. With this previous success it is anticipated the installation of dedicated space in Wynnum will also lead to an increase in bike riding.

A large section of the community is known to want to change their travel behaviour - and ride a bike instead of driving. However, these people are presently being held back by a lack of choice in this regard, because they lack safe cycling routes and have safety concerns. Removing parked cars and installing bike lanes is a major step towards addressing these concerns and Council's removal of on-street parking to enable its Active Communities Program is therefore highly commendable.

With respect to the proposed Cameron Parade bicycle awareness zone (BAZ), the CBD BUG calls for the installation of bike lanes and the removal of parallel on-street parking as an alternative. A major concern about the installation of BAZ is that this treatment has no proven safety benefit. There is also plenty of space in the side streets off Cameron Parade for alternative parking, while the loss of on-street parking along Cameron Parade can also be offset by additional bicycle parking being provided at the Wynnum North train station.

Thank you for providing the opportunity to comment on these proposals.

Yours faithfully



Paul French
Co-convenor
Brisbane CBD BUG
6 March 2015

Cc: EaSTBUG Inc.